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	16 March 1963	
Ţ.	MESHCRANDUM FOR: Deputy Assistant Director, OSA-DD/R SUBJECT : Interis Status Report on DC Generator	
	1. In a telephone conversation last night with	X1A
25X1A	Brushes: From technical discussions with [from National Carbon, a variation in the hardness of carbon brushes is to be expected. However, there is no such thing as "soft" carbon for generator brushes in our equipment. The breshiown of the brushes is caused from some	
25X1A	other source. are to discuss this point further with lear Sieglar and are also to look again into solvents and other compounds used at overhead in finishing or cleaning the commutator. During overhead when new brushes are fitted to the commutator, the generator is run on the bench for 3 to 4 hours to "set-up" the brushes. This procedure allows for the brushes to deposit a slight film on the commutator, much like the oil film set up on the cylinder walls of your cer's engine, and thereby reduces friction and provides for a more efficient operation.	
25X1A	bearings: bas advised Lear Siegler that only Pefnir bearings are to be used in generators supplied to Lockheed. MRC and New Departure bearings will not be used in the U-2 generators.	
e	Other: Lear Siegler has flown one of our generators back to their Cleveland division for environmental tests using Fafair bearings. Results of this test should be available early part of next week.	
	Hothing new to report on greate and seals, although these items are receiving careful attention in the many tests now being run at Lockheed, Bendix, and Lear Siegler.	
	2. As a side note, I wish to confirm what I reported to you on 15 March about the delivery of Article 356 from IRAM/J-75 conversion and with the serial refueling system. The production schedule on 356 is current, and it is enticipated then, that Article 356 will join the Edwards Detachment 8 April 1963.	
	25X1A MD/CBA-DD/ ind Chief, Materiel Division Matribution: Copy 1 - DAD/CBA SA-DD/R	5X1A